19 50-51 **File No.** 1765/48 IV.

P. IN. DEPARTMENT

B CLASS M. BRANCH

Subject:— Minor Ports Survey of

BEKJ 1951

1v

File No. 1765/48 IV

Sto. Sectt. Slip 24-A

[G R., G D., No. 2408, dated 22-6-22.]

Correspondence

DOCKET SHEET (B)

Subject :—

File No. 1765/48 IV

P. W. DEPT.

M BRANCH.

References :—

Date.	To whom sent.	Notes and instructions.

Questionnaire on Minor Ports.

(Separate forms may be used for each working port)

I. List of minor Ports.

a) Working Ports.

b) Ports which have become defunct and have not been in use for the last 5 years or more.

II Trade. (Tonnage or value)

a) Imports by Principal Commodities.

b) Exports -do-

c) Total -do-

d) Number & tonnage of foreign-going steamers Calling at the Port.

e) Number & Tonnage of coastal steamers calling at the Port.

f) Number & Tonnage of coastal craft steamers calling at the Port.

Note: Figures for atleast 3 pre-war years 1936 to 1939 and post-war years 1946-47 to 1949-50 may be given. Indicate also highest figures reached in any one year.

III FINANCIAL.

a) Total Capital Outlay as on 31-3-1950

b) Annual Revenue Receipts

c) Annual Revenue Expenditure

d) Balance in cash or securities as on 31-3-1950

e) Budgets for 1950-51 and 1951-52.

Note: i) Give figures for receipts & expenditure for atleast 3 pre-war years 1936 to 1939 and for the post. war years 1946-47 to 1949-50

ii) If separate funds are maintained for port due and landing & shipping charges, they may be shown separately.

IV. EQUIPMENT AVAILABLE:

a) Engineering equipment, suchm as Dredgers Brief description may also be given.

b) Traffic equipment-Tugs, Lighters, Launches, cargo handling appliances etc.

(c).....

c) Storage facilities -Godowns, ware-houses etc.,
if any.

d) Workshop equipment for minor repairs, if any.

V ADMINISTRATION & STAFF.

a) Existing administrative machinery, the nature of grouping of ports, if any, and organisation responsible for control.

b) The number and names of funds connected with the Ports.

c) The present position of the funds.

d) System of rates and charges in force.

e) Staff employed both centrally and at each of the Ports.

VI COMMUNICATIONS.

a) Railway communications.

b) Roads

c) Nearest air port.

d) Telephones.

e) Lighthouses.

VII BRIEF PARTICULARS OF ANY SCHEMES PAST OR PRESENT.
DRAWN UP FOR THE IMPROVEMENT OF THE PORTS.

VIII HARBOUR DATA.

a) Temperatures, winds waves, records of cyclones, if any.

b) Anchorages, Pilotage rules, if any

c) Bars, currents etc,

d)Availability of fuel (Coal or oil), fresh water and provisions for use of ships calling.

IX G E N E R A L.

a) Population-latest known or estimated figure may be given

b) Industries, existing or potential, within a short distance of the Port.

c) ~~Industries, existing~~ Agricultural or forest produce in the ~~near~~ neighbourhood.

~~d)Availability of fuel (coal or oil), fresh water~~ and provisions for use of ships calling.

d) Major schemes or projects under education or contemplated in the state which may have an effect on the Port.

e) Boat building activity if any.

X. ANY OTHER INFORMATION THAT MAY BE USEFUL FOR THE SURVEY FOR HAND.

No. B/1

3,Harbour Park, Waltair,

Dated 31st Jan. 1951.

From

Shri S.Mangundiah,

Officer on Special Duty (Minor Ports).

Ministry of Transport, Vizapatam.

To

The Secretary to the Govt. of Bombay,

Public Works Department,

Bombay.

Sir,

Sub. Minor Ports-Survey of.

As per letter No. 18-P(2)/50 dated 32-1-51 from the Ministry of Transport, New Delhi, I am required to collect information relating to " Minor Ports" and to make proposals regarding them, If necessary, after a visit to the Port concerned.

2. According to the Schedule 1, Part 3 of the Indian Ports Act, 1908 there are over 75 "Minor Ports" in the Bombay Presidency excluding the major port of Bombay and the foreign ports of Murmagoa, Diu and Daman. In addition, there are a few Ports taken over by the Bombay State from the former Baroda State, It is however not known how many of these are "Working Ports" and how many are defunct or not in use.

3. With regard to the "working Ports" now functioning or which the State Government wish to revive, I should be grateful if information on the points mentioned in the attached questionnaire is collected and furnished to me at an early date , together with such other information as may be available and considered useful for the survey in hand.

4. I should also be grateful if the State Government would kindly indicate the Port or Ports the Development of which they have in view or which they would like me to inspect with a view to their development.

5. To discuss these and connected subjects, I would be going over to Bombay towards the last week of February 1951 and would .....

would communicate with you again with regard to the exact date for such discussions. During such a visit, I would also like to meet the technical officers dealing with Port matters (Engineering & Marine).

Yours faithfully,

Sd/-

(S,Nanjundiah)

Enc. 1, Questionnaire in duplicate

Officer on Special Duty (Minor Ports.)

.....

for the words "Shippbuilding "in item IX 9e) of the Questionnaire, read "boat Building".

Address:3;Harbour Park,

Waltair,

Dated 7/2/1951.

No. 6 4

From

Sri. S.Nanjundiah,
Officer on Special Duty (Minor Ports)
Ministry of Transport, Vizagapatam,

To :

The Secretary to the Govt. of Bombay,
Public Works Department.
Bombay.

Sir,

Sub: Minor Ports Survey of.

In continuation of Mr my letter No. B.1 dated 31-1-51 I shall be glad if the trade figures under item II and furnished in tonnage but if these are not available, values may be furnished to give a comparative idea. If there has been passenger traffic. the number of passengers embarking or debarking may be shown separately.

Yours faithfully,

Sd/-

S.Nanjundiah

Officer on Special Duty Minor Ports.

Government of Bombay,
Port Office, Okha.
22nd February, 1951.

Replies to questionnaire on Minor ports as per letter No. B/1 dated 31st January, 1951 , from the Officer on special Duty (Minor ports) Ministry of Transport, Vizagapatam, in seriatum as under -

****

I List of Minor Ports. a) Working port - Port of Okha.
b) Nil.

II Trade.
a) Import by principal commodities.

IMPORT TONNAGES DURING PRE WAR PERIOD.
(From August to Jyly.)

Year	Petro leum.	Food grain.	General	Coal,	Cement.	Dates	Total.
19							
36/37	...	...	22015	20/511	...	...	42526
37/38	...	...	27255	80457	...	...	107712
38/39	12850	-..	29520	23176	...	...	65546
Total	12850	-..	78790	124144	...	...	215784

IMPORT TONNAGES DURING POST WAR.

46/47	55864	19450	24686	...	...	266	100266
47/48	91356	47846	19558	5902	...	1279	165941
48/49	108570	124433	26907	6709	5868	621	273188
49/50 August to march.	106313	42752	7715	...	500	829	158109
Total	362103	234481	78866	12691	6368	2995	697504

(b) EXPORTS

EXPORTS DURING PRE WAR PERIOD. (August to July).

Year	Cement	Petro leum.	General.	Coal.	Salt	& oilseeds	Total.
36/37	78339	...	7077	...	50882	7	136305
37/38	72561	...	5419	...	42159	4337	124476
38/39	62426	...	6945	...	37497	2768	109636
Total.	213326	...	19441	...	130538	7112	370417

EXPORT TONNAGES DURING POST WAR PERIOD (August to July)-

~~Post War Period~~

P.T.O.

Year	Cement	Petroleum.	General	Coal.	Salt.	Foodgrain	Total
46/47	72193	14067	7885	141	57031	...	151317
47/48	136749	13833	14138	...	19440	4747	218907
48/49	96394	17183	12276	...	64995	3777	194625
49/50 August to March.	81725	10132	15091	24	40727	730	148429
Total.	387061	55215	49390	165	212193	9254	713278

(C) TOTAL TRAFFIC HANDLED. August to July.
POST WAR PERIOD.

Year	Import	Export	Total	Year	Import	Export	Total
36/37	42526	136305	178831	46/47	100266	151317	251583
37/38	107712	124476	232188	47/48	165941	218907	384848
38/39	65546	109636	175182	48/49	273188	194625	467813
	...	...		49/50 August to March.	159109	148429	306538

(D) (E) AND (F) Number and tonnages of foreign going, coasting steamers and country crafts called at Okha.

DURING PRE WAR PERIOD AUGUST TO JULY.

Year	Oceangoing		coasting		Countrycrafts.	
	No.	Tonnages.	No.	Tonnages.	No.	Tonnages.
36/37	99	569498.67	246	266174.08	680	19840.46
37/38	100	356858.26	232	263376.55	743	24283.95
38/39	119	651630.15	226	258404.19	712	21436.36
Total	318	1577987.08	704	787954.82	2135	65510.77

* * * * * * * *

DURING POST WAR PERIOD AUGUST TO JULY.

46/47	71	343989.97	8	4780.93	953	38506.57
47/48	91	462462.36	69	53180.71	1242	54987.47
48/49	104	533324.54	28	19332.18	813	28529.53
49/50 August to March.	72	358508.42	54	42620.45	752	27830.25
Total.	338	1718385.29	159	119914.27	3760	149853.82

III FINANCIAL.

a) Total capital outlay on 31.3.50. Rs. 63,54,832/-

(B) & (C) Annual receipts and expenditure. August to July.

Year .....

Year	Prewar period. Revenue	Expenditure	Year	Post war period. Revenue	Expenditure.
36/37	237814	180163	46/47	389206	448058
37/38	274963	220377	47/48	427967	621057
38/39	244844	207064	48/49	646389	799585
			49/50	644698	519710
			August to March.		

(D) Balance in cash or securities on 31.3.50 Rs. Nil.

(E) Budget figures for 1950/51 and 1951/52.

Year.	Revenue Estimated.	Expenditure. Demanded-	Expenditure. Sanctioned.
1950/51	947932	1257473	1000000
1951/52	848000	1346440	1165800 expected to be sanctioned.

IV. EQUIPMENTS AVAILABLE.

a) Engineering equipments such as dredgers Nil.

b) Traffic equipments.

(i) The port has one steam tug of 850 h.p. and one tanac tug for towing barges and country crafts. There are also two motor launches for general work.

2. There are two steam cranes each of two tons capacity on pier, two steam cranes each of 1½ tons capacity and one steam crane of four ton capacity on wharf wall. There are also one steam crane of eight tons capacity and one hand crane of five tons capacity steam crane of 2 1½ tons capacity and one hand crane of five tons capacity one steam in the yard . All cranes except cranes on pier and crane of eight tons capacity in the port yard, can be shifted anywhere either in yard or on wharf wall.

3. There is one diesel locomotive of approximate 200 tons capacity for shutting of wagons from pier and wharf wall to godowns and viceversa.

4. There are 14 steel barges each of 100 tons capacity and three new steel barges are to be purchased in the next year.

5. Port also has got rolling stock to handle the cargo in sufficient number .

C STORAGE FACILITIES Godowns warehouses etc.

There .....

The e are in all 18 godowns of which two godowns are reserved for hazardous goods and one for duty paid cargo. Remaining godowns are used as transit shed and for storing bonded cargo. There is also ample space for storing geeds in open yard when wheather permits.

Covered area.	Sc.Fet.	Storing capacity
Semi Covered.	14954	20000 tons bags cargo.
	12580	
Platforms.	3905	

(D) Workshop Equipment for Minor Repairs.

There is a workshop at port Okha and repairing work of port is carried out in it. Minor repairs of public is done whenever required

V ADMINISTRATION AND STAFF.

a) The port is under the Government of Bombay , Public Works Department, Bombay, the Local administration Officer is the Port Officer and Harbour Master Okha. There is also a Harbour Engineer who looks after the Civil And Mechanical Engineer works in compliance with the Port Officer and Harbo Master. The Authourity at Bombay is Chairman Okha Harbour Board, directly connected with Minister of public Works Department. Bombay.

b) (c) The number and names of funds connected with the port and their position. Ending March, 1950.

i) Provident Fund bearing interest Rs. 33,409-4-10

ii) Insurance Funds

a) Staff.

b) Floating staff.. 27237 -12-3

iii) Depreciation Funds. 888409-0-0

d) System of rates and charges in force.

The port and Harbour receipts are collected by the Accounts office ~~the following main charges are in force~~ and detailed account is maintained in a separate cash book in the Account office.. The following main charges are in force at present.

1) Import wafage ii) Export whaffage iii) Crane charges, iv) Pier dues v) Pilotage charges vi) Mooring charges vii)Portdues. viii)Revenue from tugs, launches and lighters ix) Land and building rent x) Warehouse rent, xi) Electric charges xii) Water charges xiii) Other miscellaneous charges.

e) Staff employed both centrally and at each of the ports.

There is not staff at port Okha employed by the Central Govt. The Port has its own staff as under :-

I) Gazetted officers-5 posts annual expenditure Rs. 41840

ii) Non gazetted permanent establishment under pension scheme 69 posts. Annual expenditure Rs. 1,12,680/-

iii) Work charged permanent under provident fund scheme 194 posts Rs. 2,12,§20/- annual expenditure.

iv) Work charges temporary establishment. 19 posts annual expenditure Rs. 17,700/-

V.....

VI COMMUNICATION.

a) Railway Communication. The port is served by meter guage railway all over in yard and also on pier and cargo can be loaded directly into wagons from the ship and from wagons into ship. Areas of Kathiawar Gujarat, Rajputana Delhi, can be served through this port on metre guage.

B) Roads. There is a good pucca metal road in the town. Also there is one pucca road running upto Muranga 40 miles away from Okha.

c) Nearest air port. There is a small airodrome at Mithapur 8 miles away from Okha owned by Messrs Tata Chemicals Ltd. Mithapur.

d) Telephones, there is a telephone system of town under the Control of Telegraph department. Also the port has been recently equipped with the trunk telephone system and is connected with big cities of all over India and foreign cities also.

f) Light houses. There are two light houses at the port Viz 1) Samiyani light House at the Samiyani Island. (ii) Occulting light house on the main land.

VII.

Brief Particulars of any scheme past or present drawn for port improvement.

The following schemes of probable cost of Rs. 92,25,000 were drawn up in the past for port improvement, and necessary blue prints were prepared also.

1) Dredging operation.
2) Purchase of 20 barges.
3) Purchase of launch.
4) Rolling stock of 100 wagons.
5) Water Supply.
6) Purchase of three tons elected cranes.
7) New godowns with platforms.
8) New Godowns Country crafts jetty.
9) Purchase of heavy lift yard crane and other 6 cranes for yard
10) Extension of pier and strengthening of the present one.
11) Lay out and providing more railway sidings.
12) Drainage.
13) Slipway(Lighter Warf Scheme.)

P.....

(14) Shuting engine.

(15) Power house building.

(16) Roads buildings and resthouses, schools and hospitals.

(17) Town improvements recreation ground Romonade Statues, clock tower etc.

of the above schemes shunting engine has been purchased and a little draging work is done. All other schemes have been mspended at present. as the future of Okha is not decided as yet.

VIII Harbour Data.

a) Temperatures, Winds, waves, records, of cyclones.

Maximum temperature is 90° and minimum temp. is 60° The humidity is 80% . The rainfall average is to 6 inches at the port and about 12 inches in the Okhamandala distruct. Storms do not prevail. Direction and force of prevailing winds are as under:-

April to September.	S.W. Force. 3-5
October to March.	NNW TO NE. force 2-4

b) Anchorages, pilotage, rules,

Ships are anchored in the roadstand where deep water for anchorage is available for a large numer of ships to lie at anchorage. The holding ground is sand, and ships have not been known to drag even in strong spring tides and S.W. monsoon, There is sufficient room in the harbout stream for one large steamer and one small steamer or 3 or four small stemer as for one large steamer and one small steamer or 3 or four small stemer as for simultaneously to lie at anchora abreast of the pier, Maximum depths. at low waterbeing 20 to 22 feet. There is also a mooring buoy abreast of the south channel for a large steamer. Steamers at anchors of at the buoy can load or discharge by barges maintained by the ports The maximum depth at the buoy at present is 22 feet at low water in radius of 500 feet.

Also there is one R.C.C. pier 400 feet long withanapproach for shunting wagons direct to the pier. Loading and discharging can therefore be done direct form or into the rialway trucks as well as from into the barges overside simultaneously. Ships upto 530 feet long have been conveniently berthed at the pier with an arrangement of laying a buoy at one end to take the ships' mooring ropes. Depth at L.W.O.S. at pier is 27 feet. ships can lie safely at the pier all the year round .

Two fully qualified pilots with foreign master's steamship tickets (F.O.T.) are maintained. Pilotage is compulsory. The best time for shipping to arrived and pick up the pilot is atleast 1½ hours before high water

or ....

or upto ½ hour after low water during N.E.Monsoon for berthing on the Flood. During S.W. monsoon when ships are generaly berthed at t the ebb. They must reach pilotage either exactly at high water or 1½ hours before low water.

(c) Bars, Currents etc.

There are no bars. The strength of the current is about 1½ knots on the flood and 2 to 2½ knots on the ebb at neaps and 2 to 2½ knots in the flood and 3 to 3½ knots on the ebb at spring tides. Ships can enter the barbour at both states of tides but berthing and unberthing operations are carried out within one and half hours each way of high or low water tides.

d) Availability of fuel (Coal or Oil) fresh water provision for use of ships calling.

There is an oil Installation of Messrs Burmah Shell oil storage and Distributing Co. of India, Ltd., Okha and so oil fuel is available in sufficient quantity at any time. Coal is not available. Fresh water and provisions are available, in sufficient quantity.

IX GENERAL

a) The population of Okha isabout 5000 souls.

b) The following are the existing Industries within the shortest distance of the town as under:-

1. Messrs. Acconiated Cement Cos. Ltd., Dwarka, 20 miles away
2. Messrs Tata Chemicals Ltd., Mithapur 8 miles away.
3. Messrs Burmah shell Oil Co. Ltd. in the town.

c) All most all land of Okhamandaldistrict being rocky there is less agricultural and foreign produce . Main agricultural produce is milet and jowar. Forest produce is fuel wood.

d) There are no major schemes and projects under execution in the State at present.

e) There was boat building activity in the Beyt Island 3 miles away from Okha (By sea), Before merger, but at present , this activity is gone down.

f) There is also an office of the Asstt. Director of Fisheries, where they are preparing Shark Oil, manned by Bombay Government. Also a good number of fish (Fresh) is sent out of Okha by railway daily.

X.....

X OTHER INFORMATION.

Okha is situated at the mouth of Gulf of Cutch, It is easily accessible from seaward and its approach is well marked by buoys. There is a wide scope of expansion of present berth and anchorages in the harbour. The port has many mautical advantages of apheltered harbour and steamers can lie safely alongside and at stream anchorage throughout the year.

(S.K.Gupta),

Port Officer & Harbour Master, Okha.

IMMEDIATE.
No.P/938 of 50/51.

PORT OFFICE . OKHA.
22nd February, 1951.

To

The Assistant Secretary to the Government of Bombay,
Public Works Department, Bombay Castle, Bombay No. 1.

Subject :- Minor ports- Survey of.

Reference: Your letter No. 1702/48-M of 7.2.51 below letter No. 18-P(2) 50 of 23.1.51 form the Government of India. and your No. 1765 /48 M dated 15th February 1951 addressed to C.of C.of C.E. Bombay and C.C. Jamnagar. copy to this office.

With reference to the above , I send herewith in duplicate, necessary information, as required in the letter under reference.

Sd/.
(S.K.Gupta.).

Port Officer Okha.

Id/-

D.A

2 Copies of Information.

No. K-1-51 Offices of the Collector of Customs,
Saurashtra, Jamnagar, 9th March 1951.

To

The Assistant Secretary to the Government of Bombay,
P.W.Deptt.,
Bombay.

Sir,

Sub:- Minor ports - Survey of -

Please refer to your immediate letter No. 1765/48-M of 15-2-51 on the above subject.

2. Only the following ports of the state of Bombay situated within the Jurisdiction of this collectorate are working ports. The rest are defunct and have therefore not been declared by the Central Board of Revenue as ports under section 11 and 12 of the Sea Customs Act.

1. Okha.
2. Beyt.
3. Rupen(Dwarka)
4. Kotda.
5. Madhavad.
6. Mul-Dwarka.
7. Gogo.

Excepting the port of Okha, the rest of the ports of the former Baroda state as mentioned above are more or less fishing ports and have no appreciable value foreign or coasting traffic. As such none of those warrants any special development at this stage.

Regarding the port of Okha, I request that the necessary information may be obtained form the port officer, Okha as he is in charge of the port administration at Okha.

Yours faithfully,

Sd/-
Collector of Customs.

IMMediate. No. X 11-10/51.

From,

Shri.A.S.Kyte.,
Collector of Central Excise, Bombay.

To

The Secretary to the Government of Bombay,
Public Works Department, Bombay.

Bombay, the 2nd April 1951.

Sir,

Sub: Minor ports Survey of.

....

Please refer to this office letter No. X 11-10/51, dated the 24th February, 1951 and your endoresement No. 1765/48 /M dated the 16th March, 1951.

2. The Port officers in charge of the Mionr ports in my charge were asked to furnish the information in the questionnaire form set up by the officer on Special Duty(Minor Ports) Ministry of Transport, Govt. of India, Vizagapattam and received with your letter No. 1765/48/M, dated the 15th February, 1951 . I have received the information from the officers mentioned in the attached list except from those port officers which are marked with an asterick. I enclose in duplicate respect of the remaining ports will be sent on its receipt from the port officers.

3. For the administrative purposes all the minor ports in this Collectorate are grouped as one port and as such consolidated accounts of receipts and expenditure of the two funds connected with the administration of these ports are maintained and not separate accounts of receipts and expenditure will be available readily in respect of each port. The port officers have given the information regarding the financial aspects as required by item No. III(a) to (e) in the questionnaire only of the receipts and expenditure collected and incurred by them. They have not included the repeipts credited by the Steam ship Companies in the Treasury of the Chief Accounts officer Central Excise Collectorate, Bombay in respect of the port dues and landing and wharfage fees recovered on passengers travelling to and from these ports. They have also not included the expenditure incurred for these ports and paid by the Chief Accounts Officer, direct, I therefore enclose consolidated statements marked "A" and "B"

Which ....

give detailed information regarding items (b) to (d) under item III. I also enclose copies of the budget estimates of 1950-51 of the two ~~enclose copies of the budget estimates~~ funds namely Bombay Minor Ports Fund and landing & Wharfage Fees Fund as desired at item No. III (c) As the final budget estimates of the Landing & Wharfage Fees Fund are yet to be finalised I enclose provisional budget estimate for 1951-52. The Budgeet estimates of the Bombay Minor Ports Fund for the year 1951- 52 are yet to be compiled and hence no information in this regard can be supplied at this stage.

4. As regards information required at item V, I enclose exhaustive notes on the administration of the Bombay Minor Ports fund and Landing &Wharfage Fees Fund which are formed for the administration of the minor ports and statement "C" showing the position of the staff purely appointed and paid from the two Funds. As already indicated in the note, to economise expenditure, The administration of the minor ports is carried out through the central Excise Agency and as such the information given by some of the port officers at item No. V, of the questionnaire may not be taken into account as the staff shown by them is the staff of the central Excise Department which in addition to central Excise Duties attends to the work of these two funds.

5. The majority of the minor ports in my Collectorate ritht from Gogho in the North to Bhatkal in the Sourht ~~is~~ are very small ports at which import and export traffic is negligible. At some of the ports like Surat, Broach, Cambay, Billimora, Bankot, Dabhol, Ratnagiri, Jaitapur Vijaydurg, Malwan, Vengurla, Honawar, Karwar and Bhatkal import traffic which is mainly of food grains and provisional goods etc., is comparatively greater then the export traffic and these ports which mainly consists of local produce such as wood timber, fresh and dry fish, Jaggery, Fruits and Vegetables etc. The imports at these ports are mostly from Bombay and the exports are to Bombay and other minor ports. Practically there is no import or export traffic to or from Foreign ports at any of the minor ports in my charge. This isparticularly due to non-exist-

be severa. changes in the bed of the sea since the last survey and it will not be proper to rely on the old marine charts. It isthereforo absolutely necessary to carry ~~out~~ Bombay state marin survey and out marine survey of the ports and creeks in the nature (development of the suggested above will involve colloasl expenditure and it will bot be possible to undertake such developments all minor ports at a times I therefore suggest that for the present ~~a~~marine of the ports of atnagiri, Kewas, Dharantar, Mora, (Survey should be undertaken of Broach Kunta, Honawar and Karwar and the problem of Depvelpping these ports should be examined.

I request that the information in respect of these ports and their problems supplied to Government form time to time may please be placed before the Special officer. I also suggest that a copy of the report of the Bombay. Minor Ports Committee published in 1937 which contains valuable information regarding these ports may be made available to this officer.

Yours faithfully,

Sd/-
Collector of Central Excise,
Bombay.

non-existence of industrial concerns in the vicinity of these ports which import raw material and export finished goods. No such industrial development in the vicinity of these ports which import raw material and export finished xxxx goods. Nosuch industrial developments in the area surrounding these ports which are likely to raise the importance of these ports are foreseen in the near future. The question of developing these minor ports into major ports in my collectorate taken into a account for major developments are Karwar and Bhatkal. I am not aware of the final decisions taken by the Union Government in this direction. I am of the opinion that except these two ports there are no other ports which can be developed into major ports and which after development will be worth the colleasal expenditure incurred on the project. The only development required at the minor ports in my charge is of providing facilites for passengers and also for landing and shipment of goods at these ports These facilitas will have to be provided according to the importance of the port and also after taking insto consideration ~~of the port and also after taking into consideration~~ their revenue pssentialities. Before taking into consideration the development of these ports, it will be necessary to carry out marine survey on the Gujerat and Konkan coasts. Almost all the ports are gradually silting up and if no immediate remedial measures are taken in this connection, it is feared that in very few years some of them will become defunct. There are also erosion problems which will have to be examined throughly by technical experts at some of the ports. The creeks connecting the ports are faced with siltation and erosion problems and due to these difficulties the traffic in these creeks is declining. I have dealt with this question exhaustively in my note which is furnished to Government with my views under this office letter No. X/11/69/50 dated the 2nd April 1951. The marine survey of the ports was carried out some where in 1882 and since then no fresh survey has been carried out and new charts prepared on the basis of this survey. There might

be .....

Statement showing the number of passengers embarked and disembarked at the Minor Ports in the Bombay State during the financial year 1949-50 and 1950-51 (From April to January).

S.No.	Name of the port.	Number of passengers embarked and disembarked.		Remarks.
		1949-50	1950-51	
1	2	3	4	5
1.	Mora	3,11,734	2,06,510	
2.	Mahava	11,780	11,693	This is a subport of Mora.
3.	Révas	2,94,459	2,84,846	
4.	Dharamtar	1,67,415	1,20,277	These two are are sub-ports of Karanja.
5.	Mandva	8,546	5,552	
6.	Murud (Janjira)	36,418	29,359	
7.	Shrivardhan	42,920	34,053	
8.	Harnai	68,920	54,852	
9.	Dabhol	1,27,787	84,626	
10.	Palshet	4,896	6,344.	
11.	Boria	5,378	7,665	
12.	Jaigad	53,018	35,325	
13.	Varoda(Tiwai)	8,721	11,772	
14.	Ratnagiri	1,20,354	87,318	
15.	Purnagad	4,704	10,751	
16.	Jaitapur	54,987	53,051	
17.	Vijayadurg	50,755	41,455	
18.	Deogad	52,925	43,510	
19.	Achra	8,021	6,676	
20.	Malwan	67,952	55,640	
21	Vengurla	36,786	32,202	
22.	Karwar	3,291	2 ,973.	
23.	Tairi	315	230.	
24.	Kumta	1,413	1,147	
25.	Bhatkal.	1,079	1,750.	

Note. Figures for 1950-51 are available for ten months only from April , 1950 to January, 1951.

No. X/11-10-10/51.

From,

Shri, A.S.Kyte,
Collector of Central Excise,
Bombay.

To

The Deputy Secretary to the Government
Of Bombay.
Public Works Department. Bombay.

Post Box No. 806,
Bombay, the 12th April 1951.

Sir,

Subject : Minor Ports- information regarding-
Reference:- Your letter No. 1765/48-M, dated the 4th April 1951.

I am sending your separately aduplicate copy of each of the statements referred to in paragraph 1 of your letter under reference.

As regards para 2 of your letter, I encolose a statement showing the total number of passengers embarked and disembarked at each of the Minor Ports as far as could be available on my records. The main passenger traffic at the Minor Ports is from and to Bombay and between the Intermediate ports. Passengers embarking and disembarking at the Minor ports for and from foreign ports (viz. Panjim and Marmugao) are also included in the statement. Most of the passenger traffic notth of Bombay is cleared by the Railway and as such passenger traffic by sea via ports north of Bombay is negligible. There are no passenger steamers calling at any of the ports north of Bombay is my jurisdiction.

Yours faithfully,

12 April 51

Collector of Central Excise, Bombay.

No. : P/69 of 51 - 52. Port Office,, Okha,

Dated 10th April. 51.

The Assistant Secretary to the Govt. of Bombay,

P.W.Dept., Bombay Castle,

Bombay..

Subject:- Minor Ports within the State of Bombay

Information regarding -

Reference : Your letter No. 1765/ 48-M dated 4th April 1951.

2. I givex below the Figures of passenger traffic by steamer for the year 49-50 and 50-51.

1949-50

Embarked 46 passenger.. Disembarked 262Passengers.

1950-51(Upto 7-4-51).

Embarked 13½ passengers. Disembarked 30½ passengers.

As for the passengers traffic by county crafts playing between okha and Cutch Mandvi no separate figures of embarking and disembarking are available, honwever total number of passengers embarked and disembarked from and to Cutvh Mandvi are as under :-

1949/1950	8 Months.	3951 passengers.
1950/1951	12 Months.	9098 Passengers.

Sd/-

S.K.Gupta,

Port officer, Okha.

Id/-

IMMEDIATE. Office of the Collector of Customs.,

No. X-1/51 Saurashtra, Jamnagar, 10th April 51.

To

The Dy. Secretary,

to the Government of Bombay P.W.Department.

Bombay.

Sir,

Sub:- Minor Ports within the State of Bombay:

Information regarding -

Please refer to your No. 1765/48-7 of 4.4.51 on the above subject.

2. There is no passenger traffic form or to foreign ports at any of the minor ports of the former Baroda State Situated in this Collectorate except theport of Okha I have instructed by Supdt. at Okha to communicate the information called for by you direct to you.

Yours faithfully,

Sd/-

for Collector of Customs.

1765/

32431,32431;3

M.B.

P.W.Dept.

Pl.. see the foregoing reports from the collr, of C.E.. Bombay, the P,O.Okha the Collr.. of Customs. Saurashtra.. The information was called for at the instance of shri Nanjundiah, Officer on Spdt. Duty (Minor Port and will be furnished to him When the next Visits Bombay.. Ther present address of Shri N. is not Known.

Id/-
13/4/51

D.S.(Ry.)

Id/-

J.T.Patel
22-6-56